



TRINITY HOUSE

flash

The Trinity House Journal // Spring 2021 // Issue 34

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Moving forward

While disruption and challenges continue, we remain hard at work behind the scenes ensuring that ships and seafarers can support our island nation safely

flash

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Our work still goes on

The COVID-19 pandemic continues to have an impact on how we at Trinity House carry out our various duties, but you will see from the following pages that the work carries on, whether at sea or on shore.

Perhaps one of the silver linings of this challenging time is that people are reminded of the importance of taking the time to communicate news and stories and the like, given the distance we are now required to maintain. I am appreciative of the efforts that many of our contributors have made to sit down and make a record for *Flash*, and hopefully you will welcome these stories about what we have been doing, whether you're reading as a stakeholder, a subscriber, a member of staff or an Elder or Younger Brother of the Corporation.

Many thanks to everyone who helped put together this issue of *Flash*, and likewise to those reading it.

Neil Jones, Editor

Trinity House, The Quay, Harwich CO12 3JW

01255 245155

neil.jones@trinityhouse.co.uk



Captain Ian McNaught

Deputy Master

After a year of significant challenges brought about by the pandemic, the Deputy Master takes stock of what has changed, what has remained the same and how we have adapted and will continue to work for the safety and benefit of all seafarers

By the time this issue of *Flash* is published in late March 2021, it will have been over one year since the onset of the pandemic that has touched all of our lives in one way or another.

2020 was a markedly difficult year for everyone and 2021 has carried over a number of those challenges and even brought a few of its own.

While we typically choose not to dwell too often or for too long on the past, it is interesting to note that when we lost our headquarters to a devastating fire in January 1715, the Board resolved that *“the affairs of the Corporation be for the present transacted at the Mitre Tavern in Fenchurch Street”*.

It is unsurprising that—in a history spanning five centuries—remote working is not new to us, but it illustrates quite neatly the fact that while circumstances and the times in general change, our mission does not.

The need for safety at sea and support for seafarers—both at sea and ashore—does not diminish even in these radically altered circumstances and so Trinity House has worked hard to ensure that we keep our essential services going.

I have watched with great satisfaction as our various departments and teams have adapted to the challenges put in front of them, not least of which was the mass shift to working from home for our office-based people. Likewise, our ships’ crews met the situation head-on and are all worthy to be mentioned in the same breath as the other heroes that the pandemic has brought to light.

Our work as a maritime charity has benefitted a great many charitable projects and funding partners, which in turn has benefitted a great many needful seafarers. Likewise our work as a General Lighthouse Authority has carried on with its usual quiet diligence, ensuring that more than 600 aids to navigation, from the tallest lighthouse to the smallest buoy, work as expected for the safety of all mariners.

It has been said before, but I am very happy to repeat myself when I reiterate my thanks to all of the people who make up Trinity House, whether they are in our offices, on our ships or out in the field; I would also extend that sense of gratitude to all of their families.

On behalf of Trinity House, I would like to congratulate Mike Bullock—my counterpart at the Northern Lighthouse



Board—who was awarded an OBE in the New Year Honours List, recognising his work and highlighting by extension the importance of the work of the three General Lighthouse Authorities.

Over the past six months, we have also seen hands change; Captain Roger Barker stepped into his well-earned retirement from Director of Navigational Requirements and we were pleased to welcome Commander Nigel Hare in his place. Elsewhere, David Ring stepped down from the Lighthouse Board after seven years as a Non-Executive Director (NED), during which time we benefitted enormously from his knowledge and experience. In his place Alan Moore has joined us as one of the three NEDs nominated to the Lighthouse Board by the Secretary of State for Transport.

We wish both Roger and David a long and happy retirement, although fortunately we will be retaining the services of both in relation to ongoing services and projects, and Roger will always be a firm fixture in the Court as an Elder Brother.

Ian McNaught

Trinity House

Review of the last six months:

Looking back at highlights from Trinity House's calendar



SEPTEMBER 2020

Virtual Macmillan coffee morning supports charity

In September we would normally hold our annual Macmillan Cancer Support Coffee Morning in the staff breakout area, where we all enjoy a cup of something warm with a slice (or two) of cake. This year the usual event was not possible, so instead Trinity House staff donated to the charity and this year managed to raise £75.

Huge thanks go to IT Help Desk Administrator **Sophie Harvey** for continuing to organise (and bake!) for this extremely popular and worthwhile event.



SEPTEMBER 2020

Lighthouse calendar competition winner

Congratulations to Harry Graham for his winning entry to our annual lighthouse photography competition, which was voted the overall winner by members of the public.

Harry's photo of Peninnis Lighthouse wins him a £200 gift card for use at John Lewis Partnerships Stores and his image has featured in the 2021 Calendar.

Well done Harry!

SEPTEMBER 2020

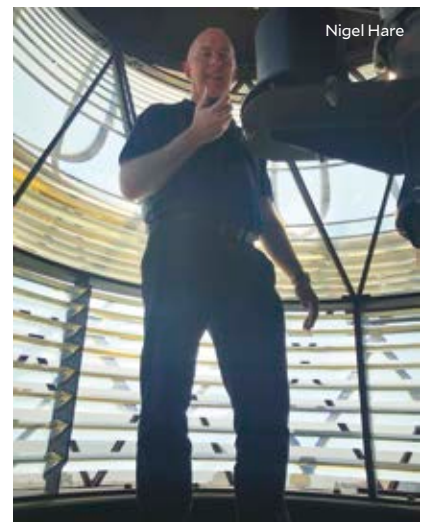
New Director of Navigational Requirements

Trinity House has appointed a new Director of Navigational Requirements following the retirement of **Captain Roger Barker MNM FNI** on 13 September.

Roger joined Trinity House in July 2005 as Navigation (Examiner) Manager after a career in commercial shipping, a subject that he remains passionate about. He was promoted to Director of Navigational Requirements (DNR) in May 2009 and was sworn in as an Elder Brother of Trinity House at the same time.

Commander Nigel Hare RN joined Trinity House as the new DNR on 24 August and was sworn in as an Elder Brother on 24 November.

Full story on page 6.



JANUARY 2021

OBE for NLB Chief Exec

Mike Bullock, Chief Executive of the Northern Lighthouse Board (NLB), has been awarded an OBE in the New Year Honours List, recognising his work for services to the safety and welfare of seafarers.

Mike Bullock said: *"This has been a surreal year for the whole NLB team with innovation, adaptability and dedication shown by everyone to make sure we continue to deliver our vital safety service without interruption. It's been a remarkable privilege to be part of this effort and I am delighted and very proud to be included in the New Year Honours list."*

Congratulating his counterpart, Trinity House's Deputy Master **Captain Ian McNaught** said: *"This is a well-deserved award and a welcome recognition of the huge contribution to the nation's wellbeing by the maritime sector, and specifically Mike as a part of the Northern Lighthouse Board. The award comes during a time when the three GLAs are working especially hard to co-ordinate our safety services to keep Britain supplied during the pandemic. Congratulations Mike and thanks again to everyone at the Northern Lighthouse Board."*



Mike Bullock, Chief Executive of the Northern Lighthouse Board



NOVEMBER 2020

New retraining and redundancy fund

The Maritime Charities Group (MCG), together with MCG members the Merchant Navy Welfare Board and Trinity House, has joined forces with the Marine Society to launch a bursary fund for seafarer training.

The fund is aimed at merchant seafarers who are based in the UK and are facing redundancy as a direct result of COVID-19. Applicants will be eligible for up to £500

towards training that will help them get a new job in the industry.

In an additional bit of good news, the fund doubled to £40,000 following a successful bid to the Nautilus Slater Fund and an additional donation from Trinity House, the latter made possible by a generous donation from a member of the public to the Trinity House Maritime Charity.



Saif Nash lays a wreath at the Tower Hill Merchant Navy Memorial in London

NOVEMBER 2020

Saif stands in for Remembrance service

Saif Nash, Maintenance Assistant at Trinity House London, laid a wreath at the Tower Hill Merchant Navy Memorial in London on 8 November in lieu of a full remembrance service. The service was impacted by the restrictions made necessary by the pandemic, which also meant that the Deputy Master could not take his usual place at the service to honour merchant seafarer losses to global conflicts.



COMING EVENTS

A brief look at selected highlights from our forthcoming calendar

Day of the Seafarer 2021

25 June

Organised by the International Maritime Organization to recognise the contribution seafarers make to international trade and the world economy, often at great personal cost to themselves and their families. Governments, shipping organisations, companies, shipowners and all other parties concerned are invited to promote and celebrate in an appropriate and meaningful manner.

www.imo.org

IALA World Marine Aid to Navigation Day 2021

1 July

At the 2018 Conference of the International Association of Marine Aids to Navigation and Lighthouse Authorities it was agreed member nations would celebrate 1 July as World Marine Aid to Navigation Day, to mark the contribution made by—and the importance to all mariners of—aids to navigation of all shapes, sizes and format.

Trinity House is proud to be a founding member of IALA—established in 1957—and takes an active involvement in its working groups and governance. We look forward to joining in the celebrations with our sister

lighthouse authorities around the world on 1 July, and hope our readers will too.

To find out more about this day and how you can join in the celebrations, please look out for announcements from Trinity House or IALA via websites, newsletters or social media. www.iala-aism.org

Seafarers Awareness Week 2021

July, date TBC

This year's Seafarers Awareness Week will run in July, at a date to be confirmed.

www.seafarers.uk

Merchant Navy Day 2021

3 September

Intended to raise public awareness of the UK's ongoing dependence on seafarers, Merchant Navy Day invites local authorities to fly the Red Ensign—the official flag of the UK Merchant Navy—on public buildings and prominent flagpoles on 3 September.

Every community, parish and town council is asked to take part, in addition to all borough, county and district councils plus unitary authorities throughout the UK. Owners and custodians of historic and landmark buildings with flagpoles are also

invited to get involved, including English Heritage, Historic Environment Scotland, Historic Houses Association, National Trust and Welsh Government Cadw. Trinity House flies its own ensign at a number of lighthouses open to the public. www.merchantnavyday.uk

World Maritime Day 2021

30 September

'Seafarers: at the core of shipping's future' is the theme this year, chosen by organising body the International Maritime Organization (IMO). It reflects a clear need to raise awareness of seafarers' vital role in world trade and increase their visibility.

IMO Secretary-General Mr Kitack Lim said the pandemic illustrated it is crucially important to ensure the functioning of global supply chains and the facilitation of the safe and efficient operation of maritime transport.

He said: *"Through these difficult times, the international community has seen how the ability for shipping services and seafarers to deliver vital goods, including medical supplies and food, has been central to responding to, and eventually overcoming, this pandemic."*

www.imo.org

Meet the new DNR

Commander Nigel Hare tells us a bit about himself and his role as the new Director of Navigational Requirements, replacing Captain Roger Barker

I have been involved with the sea for over 40 years now, having joined the Royal Navy (RN) as a teenager. For much of my time in the Navy I specialised in navigation, the international regulations for the prevention of collisions at sea and the management and effectiveness of bridge teams. I was initially a practitioner in those skills and later on I became a trainer and mentor and then policy-maker. I also specialised for a short time in underwater warfare. I wasn't a submariner, but I learned how to counter the threat that submarines pose. Midway through my career I was fortunate to have two and a half years in command of a ship, spending much of that time as part of a NATO standing force in Europe.

My last two roles in the RN provided me with much of the experience I now apply in my role as Director of Navigational Requirements (DNR). As the Fleet Navigation and Seamanship Officer I was responsible across the whole Fleet for the policy and procedures in those important areas. Then, as Queen's Harbour Master in Portsmouth, I was, amongst many other things, the local lighthouse authority. Both of these roles involved the assessment and management of risk, a key element of my role now as DNR.

After leaving the RN in 2014, I joined Warsash Maritime Academy as the Head of Maritime Professional Development. I managed four teams that delivered the short courses mariners need before they can go to sea. Each year we provided MCA- and OPITO-approved training for 10,000 people from all over the world. When a role closer to my military roots came up at the Officers' Association, I applied. The Officers' Association is a military charity that is 100 years old. It assists officers from each of the military services transition into civilian life by helping them find employment and it looks after those officers and their families who fall on hard times. I initially managed the Benevolence Department and then took over as the Director of Operations.

When the position as DNR at Trinity House was advertised I realised the role would be the pinnacle of my career and so I applied. Joining the Corporation during the pandemic has not been easy! So many of the things I would have sorted out by meeting people have had to be done remotely and it can be difficult to establish working relationships with people that way. I was fortunate to conduct most of the handover with Roger Barker face-to-face and I met all of the Navigation Department in London over a couple of weeks. I also managed to get to Harwich and meet a few people, spend some time on board THV *Galatea* and visit most of the lighthouses on the east coast as part of the annual Visiting Committee. I have to say my time on board *Galatea* visiting most of our Major Floating Aids and then travelling the length of the country in a car visiting lighthouses have been the highlights of my time as DNR so far. I look forward to meeting those of you who I've only seen on a screen, or indeed have not yet seen at all. Roger and I had hoped to visit Swansea and St Just during the handover, but we ran out of time, so I will be planning to visit just as soon as COVID allows.

I believe one of the biggest challenges we face in the Navigation Department over the coming years is the proliferation of offshore energy and how to mark those developments with aids to navigation to keep mariners safe. The prime minister has stated we will be carbon neutral by 2050 and that means many more wind farms and other renewable energy sites in our waters. The Navigation Department plays a key role

in the planning and consent process for those developments and that is going to keep us very busy.

Having represented the RN at football in my younger days, I have always been a keen sportsman. I still play five-a-side football (when COVID allows), although I now have to rely on experience more than pace! I also enjoy playing the guitar and miss playing in the bands I used to belong to when I was serving in the RN. These days I enjoy making my own music at home using the amazing recording and processing capability that is now affordable to non-professionals.

I have two grown-up children, one of whom still lives at home. My wife was a nurse until a few years ago and recently took early retirement. We have a dog, Joey, who has been an amazing source of fun during the pandemic and needs a good walk each day which is great for keeping us fit.

Thank you to everyone I've met so far for making me feel so welcome. We should all be very proud of what we have achieved in the face of the pandemic and I look forward to meeting you all personally once we are free to move around again.



Nigel Hare, Director of Navigational Requirements

Trinity House fraternity

Trinity House waves farewell to a number of friends and colleagues and welcomes new faces to the Lighthouse Board and the Corporate Department

New Director of Navigational Requirements

Trinity House has appointed a new Director of Navigational Requirements (DNR) following the retirement of **Captain Roger Barker** MNM FNI on 13 September 2020.

Roger joined Trinity House in July 2005 as Navigation (Examiner) Manager after a career in commercial shipping, a subject he remains passionate about. He was promoted to DNR in May 2009 and was sworn in as an Elder Brother of Trinity House at the same time.

As DNR he took on a wide range of duties and responsibilities in the service of the mariner. While governing Trinity House through both the Lighthouse Board and the Corporate Board, he also sat on the Executive Committee and the Examiners' Committee. Any major decision made by Trinity House in the last decade will have benefitted from Roger's enthusiastic and sage input.

Roger is also a keen advocate and adopter of technology, and this was readily apparent in his assessment of potential hazards to navigation such as shipwrecks and other new dangers at sea, liaising with Trinity House's Planning Centre at all hours and consulting hydrographic surveys and charts overlaid with marine traffic analysis on his ever-present tablet.

Among other things, he also played a major part at IALA, being a leading voice on the Aids to Navigation Requirements and Management Committee, as well as being a frequent liaison with various maritime partners such as the UKHO and the MCA. He was also a Board member for the Trinity House Maritime Charity and Seafarers UK, these latter roles reflecting a lifelong passion for the wellbeing and education of mariners.

Roger will continue to be an important part of Trinity House despite retiring from his role as DNR. He will become the Nether Warden and will retain the role of Director of Deep Sea Pilotage for the next two years.

In November 2016, Roger was awarded the Merchant Navy Medal for Meritorious Service for services to the Merchant Navy. The medal was presented by HRH The Princess Royal at a ceremony in Trinity House.



Roger Barker and Nigel Hare

Trinity House's **Deputy Master Captain Ian McNaught** thanked Roger for his service: *"Roger has always been diligent and enthusiastic in his role as Director of Navigational Requirements, but he has also been a great ambassador for us within the wider maritime community, for example at IALA, the MCA, the Chamber of Shipping and the UK Hydrographic Office. His contribution will be much missed by us all.*

"Perhaps more importantly, Roger is unfailingly supportive and affable. He takes a great deal of pride in getting to know everyone personally and making time for them whenever possible. I know I speak for a great many people when I say we are glad that he will continue to be a regular presence at Trinity House."

Commander Nigel Hare RN joined Trinity House as the new DNR on 24 August, following a career in the Royal Navy that lasted more than 30 years; his final two

roles in the Royal Navy were as the Fleet Navigation and Seamanship Officer and then Queen's Harbour Master in Portsmouth.

Having left in 2014, Nigel became Head of Maritime Professional Development at Warsash Maritime Academy before joining the Officers' Association, a tri-service military charity, where he has been the Grants and Welfare Director and Operations Director.

Nigel commented on his new role at Trinity House: *"Roger has made a very substantial contribution to the safety of mariners in our waters and as such he has played no small part in the prosperity of maritime Britain. I look forward enormously to stepping into his shoes, getting to know my new colleagues and carrying on with the important work we have to do."*

Nigel was sworn in as an Elder Brother on 24 November.

New Non-Executive Director for Lighthouse Board

David Ring stepped down from the Lighthouse Board on 30 November after seven years of service. During this time Trinity House benefitted enormously from his extensive knowledge and experience, especially in connection with the Fleet Review. The Deputy Master said: *“We wish him a long and healthy retirement, although fortunately we hope to retain his expertise for a while longer in relation to some ongoing matters.”*

David’s successor, **Alan Moore**, started on 1 December, one of the three Non-Executive Directors nominated to the Lighthouse Board by the Secretary of State for Transport. At the meeting of the Court of Trinity House on 24 November, they confirmed Alan Moore’s appointment to the Lighthouse Board and elected him as an Associate Member of the Corporation for the duration of his term on the Lighthouse Board.

Alan has Non-Executive Director experience in a range of industries and businesses in both the public sector and commercial environments, including the Cabinet Office Infrastructure and Projects Authority, the Nuclear Decommissioning Authority (NDA), Cumbria Partnerships NHS Foundation Trust and Direct Rail Services.

His role with the NDA followed many years of experience in delivering major projects, mainly at Sellafield. As a Non-Executive Director of International Nuclear Services, he was Board lead on health, safety, environment and security, covering conventional, nuclear and maritime safety aspects of Pacific Nuclear Transport Limited, which operates a small fleet of bespoke vessels operating internationally with specialist cargoes.

He is currently the Chair of a Cumbria-based holding company operating in



Alan Moore

the commercial waste and facilities management sectors and is a Review Team Leader of ‘High Risk’ programmes for the Cabinet Office Infrastructure and Projects Authority.



Guy Evans

New Finance and Commercial Director for Corporate Department

Trinity House bade a fond farewell to one of its leading lights last October with the departure of **Guy Evans** after 28 years as Corporate’s Head of Finance and Deputy Secretary.

Guy took a degree in Natural Sciences at the University of Sheffield before training as a Chartered Accountant. Following five years in management accounting and

property development with the St Martin’s Property Corporation, he joined Trinity House in early 1992 and set about piloting us through some challenging financial waters. This was before the Corporate Department was converted to open plan, and it consisted entirely of a long corridor with offices either side. There was a closed-door policy and Guy tells of being shown into his office on his first day and feeling rather alone in the deathly quiet. He also remembers being bewildered by what exactly was a ‘Younger Brother’ and where on earth was the ‘Quarter Deck’. Going home that evening, he did not see himself lasting more than a year at most.

Yet he stayed for 28 years, more than half a working life. The reasons were not hard to find. He relished the diversity of the job, with no two days quite the same and so many different elements: management and financial accounting, administration, tax, the law on companies, trusts, charities, pensions and property. Above all, he came to love the people who were his work colleagues, whom he knows he will miss intensely and who make Trinity House what it is. When he joined, the net worth of Corporate assets was around £20 million; when he left, it was in the region of £280 million. He is far too modest to take any credit for this, putting it down to market forces and the growth of

the London property market. But his wise stewardship played a greater part than he will admit and this is only one among his many achievements.

Sad as we are to see Guy go, the silver lining is that we’ve been able to welcome **Adam Duncan** as his successor in the newly re-profiled role of Finance and Commercial Director. Adam brings a true wealth of experience and expertise, garnered most recently in the third sector as Group Finance Director of the Auckland Project (a £150 million charity leading the regeneration of a severely deprived area of north-east England). Before that he was at Finance Director level with Asprey Holdings, Turner Duckworth and Christies International. He also brings an impressive commitment to Trinity House. If we have to lose Guy, we could not have wished for a worthier successor.

As for Guy, everything has its time and Guy’s at Trinity House was exceedingly well spent. It’s now time for him to enjoy his well-earned retirement, for which we wish him and Liz the very best. We were pleased we were able to give him a small, socially distanced send-off on his last day. He takes with him the admiration and affection of his former colleagues, who will not forget him, and the deepest gratitude of the Corporation for his long and distinguished service.





Malcolm Johns, Technical Manager for the South Coast District based at St Just depot, retired on 28 February 2021. Here he is pictured meeting HRH The Master at St Just in July 2014. See page 36.

New Younger Brethren as at 4 January 2020

We extend a warm welcome to the following who have been sworn in as Younger Brethren of the Corporation of Trinity House:

Nigel Alasdair Jardine Esq MNM, Harbour Master and Pilot Longstone Harbour.

Commander Nicholas James Lucocq RN, Royal Navy Fleet Support Navigator.

Captain Brian Kerr McJury, Master Mariner, Marine Shipping Consultant, Waves Group.

Captain Frances Charlotte Collins MNM, CEO Red Funnel Group.

Alastair Stewart Marsh, Group CEO Lloyd's Register.

Admiral Antony Radakin CB ADC, First Sea Lord & Chief of Naval Staff.

The Merchant Navy Medal for Meritorious Service 2020

Captain Neil Atkinson (Younger Brother No 376) for services to maritime education.

Guy Platten Esq (Younger Brother No 384) Secretary General, International Chamber of Shipping, for services to the maritime sector.

HM The Queen's Honours

HM The Queen's New Year Honours List 2021, published 30 December 2020

We send our congratulations to the following Members of the Fraternity:

KCB
Vice Admiral Benjamin John Key CBE, Younger Brother No 273.

MBE
Douglas Gordon Fleming Barrow CC, Younger Brother No 366.

Captain Barbara Campbell, Younger Brother No 19.

Readers may wish to be aware of the following recipients in the maritime community to whom we send congratulations:

OBE
Commodore Michael Peter Bullock, Chief Executive, Northern Lighthouse Board.

Douglas Watson, Chairman and Captain, the Medusa Trust.

MBE
Ashley Nicholson, President UK Harbour Masters' Association

Chris Shirling-Rooke, CEO, Mersey Maritime

Captain Adam Reginald Williams, Master MV *Helena*.

HM The Queen's Birthday Honours List, published 9 October 2020

KCVO
Vice Admiral Charles Anthony Johnstone-Burt, CB OBE MA (Younger Brother No 197) Master of the Household.

CBE
Commodore James Miles Benjamin Parkin, RN (Younger Brother No 403).

We also send congratulations to the following recipient in the maritime community:

OBE
John Donovan Coyle, Chairman Commissioner of Irish Lights.

Appointments

We send our congratulations to the following Members of the Fraternity who have new appointments:

Nick Brown, (Younger Brother No 416) former Lloyd's Register's (LR) Marine and Offshore Director appointed as Group CEO from 1 January 2021. On 11 December it was reported that he had been appointed to the Supervisory Board of the UK Chamber of Shipping.

Clemence Cheng, (Younger Brother No 321), appointed to the Transport Services Trade Advisory Group on 28 August. This group, within the Department for International Trade (now part of the Foreign and Commonwealth Office), is one of 11 that were created as part of a major new business engagement drive designed to support the UK's ambitious trade negotiations.

Lieutenant Commander Paul Butterworth MNI RN (Younger Brother No 365) has been appointed Chair of Seafarers UK.

Nicholas Randall (Younger Brother No 448) has been awarded the J E D Williams Medal by the Royal Institute of Navigation in recognition of his work on the Institute's publications. He is Chief Admiralty Pilot & Port Operations Manager at HM Naval Base, Portsmouth and Editor-in-Chief of *The Journal of Navigation*.

Obituaries

It is with regret that we report the deaths of the following members of the Fraternity.

Vice Admiral Sir John Webster KCB on 5 October, aged 87. Younger Brother No 6.

He was admitted in 1970. After Pangbourne College he joined the Royal Navy in 1951 and commanded HMS *Argonaut* from 1969 to 1971 and *Cleopatra* from 1976 to 1978. He was Flag Officer Sea Training from 1982 to 1984, Chief of Staff to CINCFLFET from 1984 to 1986 and Flag Officer Plymouth and Naval Base Commander, Devonport.

A former President of the Royal Naval Benevolent Trust, he was also an accomplished marine artist.

Captain David Edward William Lench OBE RFA, on 22 October, aged 86. Younger Brother No 63.

He was admitted in 1987. He joined the RFA as a Cadet in 1952 and rose to first command in 1978. He commanded variously, RFAs *Eddyfirth*, *Sir Lancelot*, *Black Rover*, *Gold Rover*, *Olwen* and *Fort Austin*. He was appointed Marine Superintendent in 1985 and retired in 1994.

Captain David Dalziel Knight DSC, on 8 November, aged 100. Younger Brother No 1.

He was admitted in 1958. He joined the Royal Navy in 1939 and served in destroyers in the Second World War (DSC and Mentioned-in-Despatches). A communication specialist, he commanded HMS *Comet* and took part in Operation Musketeer (the invasion of Suez in 1956). He was Executive Officer of *Bermuda* and Captain 1962, Chief Signals Officer Allied Forces Northern Europe. He commanded *Caprice* and *Blackpool*. His final appointment before retirement was in the rank of Commodore as Chief Signals Officer, Allied Forces Southern Europe. In retirement he served as General Administrator of Trinity College of Music, London.

Captain Mansel Raymond Bremberg FRGS MRIN MNI on 30 December, aged 100. Younger Brother No 2.

He first went to sea in 1937 as an Apprentice with Hain Steamship Co, trading to North, Central and South America, South Africa and the Russian Far East.

In 1942 he transferred to Blue Star Line, trading worldwide. Promotion to Master came in 1956 with command of *Seattle Star*. Subsequent commands were of *Patagonia Star*, *Columbia Star*, *Brisbane Star* and

Scottish Star and vessels in the fleet to 1970, when he moved to Esperes Shipping of Cyprus, trading between North African and Mediterranean ports and the Canary Isles. In 1974-75 he commanded *Arya Tab* of Arya National Shipping Lines of Teheran, trading between the Persian Gulf and Europe.

Captain Peter Francis Mason CBE FRSA FNI Captain Peter Francis Mason CBE FRSA FNI on 26 January at the age of 95; Elder Brother.

He was born in London in 1925 and started his career as a navigating apprentice in the British Tanker Company's *British Glory* in 1942. As a 16-year-old, the U-boat menace merely added to the excitement, although it resulted in rapid promotion as men were unfortunately lost. After ten years as Chief Officer he was promoted to Master in 1962 and held command of a number of BP tankers including *British Loyalty*, *British Guardian*, *British Workman* and later *British Pioneer* of 215,000dwt.

In 1964 he was appointed Marine Superintendent for BP's North Sea exploration operations and had responsibility for the safety and movement of BP drilling rigs and all other marine associated operations. Four years later he was appointed Fleet Safety Officer for the company and returned to sea in command of *British Pioneer* in 1972, prior to being appointed Operational Marine Superintendent in that year.

He was admitted as a Younger Brother in 1968, five years later sworn in as an Elder Brother. He was concerned with pilotage matters, as Chairman of the Trinity House Pilotage Committee, Chairman of the London Pilotage Committee, a member of the North Sea Pilotage Commission and the UK Pilotage Commission. He was involved with pilotage districts of Trinity House, in the 40 ports other than London, and served as Chairman of Ipswich District Pilotage Committee until 1988 when Trinity House port pilotage responsibility was devolved to individual ports.

At this time he was appointed CBE which reflected his masterly management of the Trinity House Pilotage Service as district pilotage was handed over to the Competent Harbour Authorities when the Pilotage Act 1987 came into effect.

At Trinity House he was Director of International Liaison from 1988 to 1990. He earlier served as a member of the IALA Buoyage Committee, chaired an IAPH Committee on large vessels and sat on a PIANC Committee on the same subject.

At Trinity House he was called upon

from time to time to sit as a Nautical Assessor in the Admiralty Court. He played a great part in the activities of a number of maritime institutions and was a founder member and Fellow of the Nautical Institute and a Senior Warden of the Honourable Company of Master Mariners. He was a Member of the Council of the Sea Cadet Association, a Freeman of the Watermen and Lightermen's Company and an Honorary Personal Member of IALA.

Remarking on Captain Mason's passing, Deputy Master Captain Ian McNaught said: "Over the course of a long life that was well-lived, Peter cultivated a number of achievements and earned the respect of his peers. Rather than catalogue them all here, I hope it will suffice to say I look forward to the day when we can once again re-assemble the Court, at which point the Elder Brethren can mark properly Peter's passing. For now, I speak on behalf of the Court when I extend our warmest wishes to his family."



Captain Peter Francis Mason

Correction

In *Flash* 34 of Autumn 2020 it was stated that **Captain George Brian Evans** RN, (Younger Brother No 5) who died on 22 March 2020, aged 92, had served as Naval Secretary. This is incorrect.

He joined the Royal Navy in 1948 and, in an extensive career, his final two appointments were as Chief Navy Section, Operations Division of NATO at SHAPE HQ from 1980, followed by Director of Naval Assistance Overseas from 1980 to 1982, whereupon he retired.



Replacement ship update

Director of Operations **Rob Dorey** offers an update on our project to replace THV *Patricia* and the efforts to be environmentally friendly

Flash readers will recall that Trinity House is working to procure a ship to replace the 39-year-old THV *Patricia*, which followed the Maritime Minister's endorsement of the Fleet Review recommendations. In the summer of 2019 the Outline Business Case for the replacement ship was approved by the Maritime Minister and work had been progressing to prepare the tender documentation.

The specification for the new vessel has been developed from a 'grass roots' requirements perspective, considering in the first instance what the ship is required to do and what level of performance is required. The Fleet Review highlighted shortfalls in our ability to respond to casualties, wrecks and new dangers in a timely manner when set against adverse weather conditions and this

is an example of where it has been identified that the design of the new vessel needs to exceed the capability of the current fleet.

There is also a considerable focus on green energy and for any ship operator there is an expectation that the environmental performance of a new ship will contribute towards the International Maritime Organization's overall aim of reducing the greenhouse gas emissions from global shipping by 50% by 2050. Numerous technologies are being considered by industry, but at present there is not one single solution which will solve the issue. At this point in time, the availability of alternative fuels can limit choice and Trinity House needs to be able to take on fuel anywhere in the UK, depending on where operations take us.

Current thinking for our replacement



Rob Dorey, Project Executive

ship is therefore focused on a hybrid diesel electric power plant with a battery supplement. This will permit the vessel to be alongside or at anchor for up to 12 hours on battery power alone, which will also contribute to lowering both particulate emissions and noise when in port, which is becoming an increasing area of concern for the industry. The battery bank will also offer benefits in terms of power management where, for instance, the peak loading from starting heavy machinery could be powered by the batteries which might otherwise require an additional generator.

“THE SPECIFICATION FOR THE NEW VESSEL HAS BEEN DEVELOPED FROM A ‘GRASS ROOTS’ REQUIREMENTS PERSPECTIVE”



THV *Galatea*'s workboat approaches the aft working deck

More efficient fuels—such as using gas to liquid technology, which is becoming more readily available—are also being considered; with technology advancing so quickly, it is important that a fitted battery system is upgradeable during the life of the ship.

Progress with preparing the tender documentation had been going well but we were paused for a period from the summer while consideration was given to how the COVID pandemic might adversely influence both our own and various shipyards' ability to progress with the tender process. This would include negotiations and shipyard visits, as well as affecting our ability to effectively conduct the various stages of the tender reviews. In parallel with this, the UK Government has published a revised policy on Social Values, which is required to be considered within all public sector procurements. This includes factors such as emissions as well as requiring participating bidders to create training and skills growth opportunities.

Although the delay has set the project back, the good news is that we are now moving forward again, with the Prior Information Notice now published, which makes interested companies aware that we will shortly be issuing new tender documents. Shipyards have continued to ask for updates and appear keen for the work so we anticipate a strong response when the Contract Notice and Selection Questionnaire are published in February. The Invitation to Tender will then follow in the summer.

The delay does mean that we will need to retain the services of *Patricia* longer than intended and, as a result, an injection of funds has been authorised to target key areas which might otherwise affect her reliability. We must now be prepared to run *Patricia* safely up to her next Special Survey in 2025.

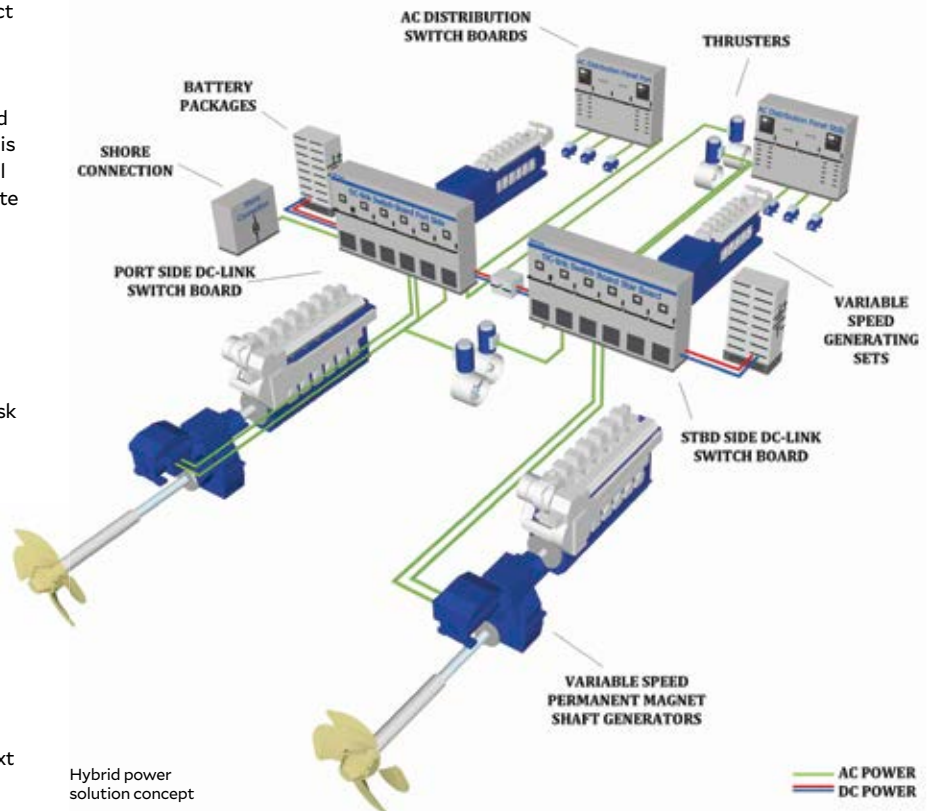


Image from [www.http://wetech.fi](http://wetech.fi)



Vital work improving aids to navigation

Programme Manager **Paul Briggs** gives us his account of the project to modernise Trwyn Du Lighthouse in Anglesey

Trwyn Du Lighthouse
© Peter Braddock

The lighthouse at Trwyn Du Point, Penmon, Anglesey, has been guiding vessels through the northeast entrance to the Menai Strait since its construction in 1838. It is perhaps our smallest rock lighthouse at a little over 29 metres (96 feet) high but with its black and white painted stripe and castellated gallery, it is every bit as impressive.

Normal access is by boat on to steps built into the lower reaches of the structure, which lead to a heavy wooden door to the southwest side of the tower. Occasionally access is possible on foot

during low, spring tides. This allows personnel a two-to-three hour visit before the tide rises to cut off their path.

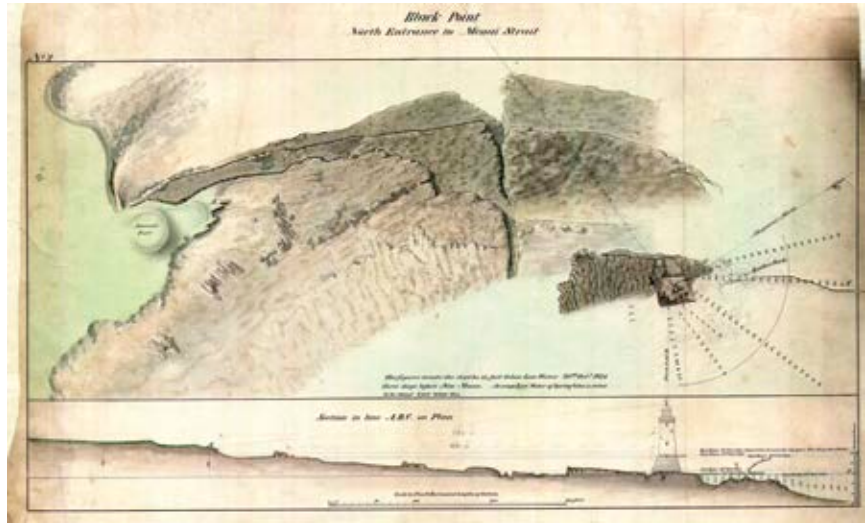
Trinity House undertakes reviews of all its stations regularly and identifies risks to their continued operation. Trwyn Du Lighthouse was identified as having some old equipment that was at risk of becoming obsolete and so a modernisation project was initiated.

Initial design work on this project started during the summer of 2018, with installation scheduled for August 2020.

The new design included new service

standard main and standby LED navigation lights giving a range of 9NM, a new service standard 0.5NM hazard warning signal, an upgraded power system with new higher power solar panels, improved telemetry giving more monitor points and more control to the Planning Centre at Harwich.

As well as the improvement to the aids to navigation, the project has also provided another important addition to the lighthouse; the installation of a new access ladder and platform that greatly improve safety for all personnel requiring access to the tower.



1834 plan of Trwyn Du site



New access ladder and platform



Installation of new larger solar frames

“THE PROJECT WAS INSTALLED DURING THE SUMMER OF 2020, IN THE MIDDLE OF COVID-19 RESTRICTIONS. EXTRA ACCOMMODATION ENSURED ALL PERSONNEL REMAINED SAFE WHILE WORKING AWAY FROM HOME”

The ladder has integral fenders that reduce the risk of damage when boats come alongside, also providing extra protection for personnel while transiting from a boat to the lighthouse. A new platform at the top of this ladder now provides a safe area to stand while the entrance door is unlocked and opened.

New solar frames have been fitted on to the gallery of the lighthouse, allowing for much larger 330W solar panels to be installed. The frame is designed to improve the access so that maintaining the panels in the future will be a much

easier and safer process. The increased size of the solar array has enabled the project team to incorporate a standard main and a standby light, either of which can provide the required range ensuring there is no degradation of service in the event of a failure.

The project was installed during the summer of 2020, in the middle of COVID-19 restrictions. Extra accommodation was therefore required to ensure that all personnel remained safe while working away from home. Changes were also made to the way in which work

was carried out on site so that social distancing could be maintained.

Despite these restrictions, which were necessary to keep everyone safe while working on site, the Field Operations installation team worked hard to ensure completion of the installation was on time. The aid to navigation systems were fully commissioned and the new navigation lights and hazard warning signal have been in operation since the beginning of November 2020, with a small amount of work to complete the project completed in February 2021.

Why daily life in the galley has proved to be a recipe for success

Continuing our look at various roles around Trinity House, **Alice Prout** describes her work as Ship's Cook on THV *Patricia's* starboard watch and the most popular dishes on the menu

What does a normal day look like for you?

Every day is pretty much the same on board *Patricia* for the galley team.

I start around 0545 with a cup of coffee to get me going. Breakfast starts at 0700 so I get it all ready. They can either choose from a full cooked breakfast as well as toast, cereal, fruit and yoghurts. At least once a trip we try to have a 'fancy' breakfast. The most popular one on here is a 'McAlice' (at least that's what Catering Manager Jamie Campbell calls it): sausage, bacon, egg, cheese and hash brown all in a muffin.

Lunch is then at 1200. Some meals we have every trip as they are always popular. Tacos, baguettes, meatballs and quiche are the usual type of lunches we have. Filling, but not too heavy. On Sunday we always have a roast dinner for lunch. It wouldn't be Sunday without one.

Dinner is at 1730, where it will usually be a three-course meal. There is always a soup option and a homemade dessert is always a winner. We try to include at least two different vegetables with it although sometimes that's not always the case, as with fish, chips and mushy peas. But then I'm not sure they would like a side of carrots with that.

What made you decide to work as a ship's cook?

My dad was an engineer on ships for around 40 years, so I grew up knowing of the industry but I never really thought I would end up there as well. I went to catering college and assumed I would work in a restaurant when I finished. When I saw the job advert come up I jokingly told my mum I was going to work at sea. But the more I read about the job the more interested I became. It was nothing I had seen before so I thought I would apply for it.

What is it like working in a galley at sea?

It's a lot different than working in a kitchen.



Ship's Cook Alice Prout

Popular dishes are always on the menu



“IN ROUGH WEATHER EVERY DAY IS A CHALLENGE. IF THE SHIP IS ROCKING, I HAVE TO MAKE SURE NOTHING CAN GO FLYING OFF COUNTERS, OR POTS FALL OFF”

During the summer months it's usually fine (although it can get quite hot some days) but the winter can be harder. In rough weather every day is a challenge. If we are steaming and the ship is rocking, I have to make sure nothing can go flying off counters, or any pots fall off. We have special bars to put on the range to lock the pans in, which are very helpful. If we do have some bad weather, we sometimes have to make the menu a little easier for us as it can be quite hard to cook when you're trying not to fall over.

What type of meal is most popular with the crew?

Probably a roast dinner. Beef is popular as I always do homemade Yorkshire puddings.

You can't have roast beef without Yorkies. Turkey is popular as well as we always have special stuffing with it, made with sausage meat, streaky smoked bacon and apricots.

Some meals are the same every trip. Steak night on a Saturday always goes down well, ribeye being the favourite. Lots of flavour.

Fish on a Friday is the same every trip as well. Fish, chips, mushy peas and curry sauce goes down well, as does sea bass. I serve it with crushed crunchy potatoes and curly kale with a little chorizo diced into it.

Sometimes we will have a Chinese night, which is always fun. It can be a bit more work (we will have at least three options instead of one) but it always goes down well. I like to make paper lanterns to hang

on the galley hatch just to add a little extra. I even made fortune cookies once... complete with fortunes.

Do you have a favourite part of the job?

The favourite part for me is baking. I love making cakes and I like to make sure when it's someone's birthday on here they get a cake.

I enjoy making desserts as well. I find the homemade ones are always the most popular. Every trip we always have sponge and custard, cheesecake, chocolate brownie and cream teas (there is always a debate over which way round the cream and jam goes) and there aren't usually many left after dinner.

Maritime Charity update

The **Trinity House Maritime Charity** continues to ensure that young people are getting access to maritime training and that mariners and their dependants are well looked-after

IMRF #WomenInSAR campaign



Mats Ryde of SSRS (Swedish Sea Rescue Society)



The 1851 Trust delivers roadshows to encourage the next generation of young women to consider the maritime industry as a career

CHARITABLE GRANTS

IMRF #WomenInSAR campaign

The Trinity House Maritime Charity is supporting the International Maritime Rescue Federation's (IMRF) campaign to promote equality of opportunity for women in maritime search and rescue (SAR). More and more women are building exciting careers in maritime SAR, changing perceptions and demonstrating what women can contribute, but there are still challenges and limitations that need to be addressed.

The IMRF is the organisation that brings the world's maritime SAR organisations together to share knowledge and improve maritime SAR coordination and responses, to save more lives at sea. It launched its #WomenInSAR initiative in 2019, to increase the representation of women in the maritime sector and to raise the profile of women working in maritime SAR. This initiative supports the International Maritime Organization's Empowering Women in Maritime campaign which also aims to address the industry's huge gender gap and under representation of women.

In October 2020, the IMRF launched a benchmark survey, inviting anyone working in maritime SAR to answer questions about the role and working situation for women in their organisation. The results of this survey (due to be published in spring 2021) will enable IMRF to develop tools to help SAR organisations to increase the representation of women in SAR in both

volunteer and paid capacities.

There will also be a focus on inspiring the next generation of women to consider a career in maritime SAR through an online #WomenInSAR STEM (Science, Technology, Engineering & Maths) event, a dedicated web page and resources highlighting the breadth of potential opportunities. In addition, a #WomenInSAR Mentorship Scheme and #WomenInSAR Operation Days are planned for the summer of 2021.

The Trinity House funding will allow the IMRF to understand the current experience of women in the maritime SAR sector and—more importantly—to do something practical about broadening the range of maritime opportunities available to women. www.international-maritime-rescue.org/pages/news/category/womeninsar

1851 Trust

In 2021, Trinity House is partnering with the 1851 Trust to deliver a series of roadshows to help the next generation of young women embrace, benefit from, and contribute to the maritime industry.

The Next Generation Roadshows will provide hands-on science and engineering experiences for over 1,000 girls across the UK including Glasgow, Liverpool, Plymouth, Hull and Portsmouth. With access to the 1851 Trust's national STEM Crew education platform (www.stemcrew.org) the Trust is able to deliver unique experiences, irrespective of any remaining COVID-19

restrictions. The hands-on day involves the students experiencing three zones designed to develop career aspirations, build self-belief and inspire an interest in maritime STEM subjects:

- Investigation zone: exploring curriculum-link STEM (science, technology, engineering and mathematics) activities inspired by cutting-edge maritime, such as coding, and building wind turbines.
- Inspiration zone: connecting with a diverse range of female role models and learning about the careers of maritime ambassadors.
- Confidence zone: taking part in a growth mindset workshop aimed at building confidence and teamwork.

The 2021 Roadshows will build on the success of 2019 events which inspired more than 1,400 schoolgirls in 12 UK towns and cities. Here is some of the feedback from the events:

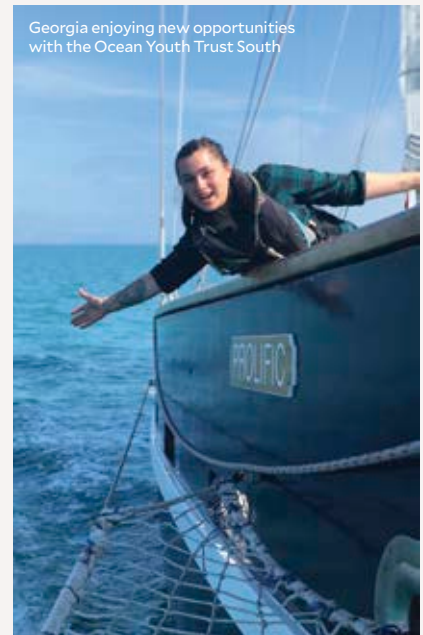
"Today I have learnt there are different ways into engineering and science. It has shown me how fun it can be! All the ladies have inspired me. I would definitely think about a career in STEM now. Girls can do it!" Student feedback, Portsmouth

"You can't underestimate the impact this has. When I see them around school, I can see the keenness in them from what they did. The impact, the confidence, there's a big push." Deputy Head Teacher, Astor College, Dover

"Talking to those women inspired me to want to do a job in maritime. I loved



The Felixstowe Seafarers Centre



Georgia enjoying new opportunities with the Ocean Youth Trust South

all of the interactive lessons. An amazing opportunity.” Student feedback, Plymouth.

Founded in 2014 by Sir Ben Ainslie, the 1851 Trust delivers sports-inspired programmes for school-aged young people, including those living in some of the poorest communities in the UK. The charity works with schools and partners to increase participation in STEM learning, support the development of personal attributes such as self-belief, determination and resilience and to introduce young people to career opportunities in science and engineering using the maritime industry as inspiration. www.1851trust.org.uk

REGIONAL GRANT COMMITTEES

In June, the East Committee awarded a grant to the **Felixstowe Seafarers Centre**. Due to COVID-19, the centre had closed but the grant enabled the team to deep clean the centre and purchase the necessary equipment to make the centre and the minibuses COVID safe, such as masks, signs, distancing measures and screens.

This enabled the centre to open again fully in July and remain open up to the most recent lockdown. The team provided an invaluable safe haven for seafarers and a place where they could rest, recuperate and contact their families with free Wi-Fi. It has been challenging as some Captains have been reluctant to allow seafarers ashore. This has had an impact on the centre's

income but, so far, they have managed to keep all their staff with, as of yet, no redundancies. Most importantly, they have remained open for those who needed them.

Unfortunately, when lockdown was reinstated in November, the centre had to close as seafarers were not being allowed off the ships and the decision was taken to furlough staff. However, the team managed to run a delivery service for essentials and phone cards to the ships and intend opening again as soon as restrictions were lifted.

www.fhpss.org

Ocean Youth Trust (OYT) South was awarded a series of grants over a three-year period, the final one in December, by the South East Committee towards employing a staff cadet. This was a new post designed to offer paid work to a young person from a disadvantaged background, who has the potential to excel in a sail training career but who does not yet have the skills and experience required for other jobs in the industry (mostly requiring qualified skippers and mates). The cadet would also not be able to gain the required qualifications without support.

The grants enabled the charity to appoint Georgia, a young person who had been unable to cope in mainstream school due to issues with mental health and anxiety, and attended a Pupil Referral Unit instead. This unit arranged her first sailing trip with OYT South, where she excelled

and was invited back for additional training. Before being offered the cadet post, Georgia had become a committed and enthusiastic volunteer with OYT South, and her confidence had increased beyond all recognition.

In her first season as Staff Cadet, Georgia completed RYA Day Skipper theory and practical qualifications as well as RYA Powerboat Level 2 and her GMDSS radio licence, passing an OYT South third mate assessment in May and being upgraded to second mate in September. She also completed a winter refit on board the charity's 105-foot vessel *Prolific* and has developed an impressive array of practical skills. In Georgia's second full-time season she should be building on her experience and gaining additional qualifications to the point where she is ready to move on to paid work as a first mate in sail training or skippering smaller vessels.

OYT South is enormously grateful for the Trinity House Regional Grants which helped to make the appointment possible. It has not only changed one young person's life beyond all recognition, it has also given Georgia the chance of a career in which she can inspire hundreds of other young people. There is significant focus on youth mental health at present and OYT South's Staff Cadet is a fantastic example of someone who has faced her own difficulties but is doing really well in her chosen career.

www.oigtsouth.org/charity.asp



Debbie Sutton

CHARITIES WE SUPPORT: AGGIE WESTON

Supporting the needs of the Royal Fleet Auxiliary community

Debbie Sutton, Aggie Weston Pastoral Worker, talks about her new role offering an ear and comfort to personnel

I believe I am the first Pastoral Worker for Aggie Weston's to be supported by Trinity House, and also the first to be allocated specifically to support the Royal Fleet Auxiliary (RFA).

Aggie Weston was a remarkable Victorian woman who devoted her life to energetically supporting the wellbeing of sailors. Her work was characterised by common sense, pragmatism and a terrific can-do attitude. She never seemed to feel that any task was too big or too difficult, but always focused on what could be done to meet any need that she observed or was made aware of. She was motivated by her devout Christian faith, but was no goody-goody. She was utterly non-judgemental and made clear that she and her organisation were there to support anyone from whatever background, so long as they were Navy.

That same approach, vision and desire to support still characterises the work of the charity in the 21st century and was what attracted me to the post. Starting during a pandemic was not ideal, but it gave me a chance to do plenty of background reading. My previous life was as an NHS Dietitian, so I have much to learn about the ways of the RFA. Everyone I have met has been unfailingly helpful with information and encouraging in their support for the new role.

I have spent much of my time so far grappling with the dispersed nature of RFA personnel and finding out how I can most efficiently make contact with them. I am based in Portsmouth on Whale Island and there are several training establishments within easy reach. I have visited the RFA Training Organisers on each one, and arranged to attend each course of RFA trainees that go through to give a brief introduction.

With the RFA Chaplain we have created a pastoral team which we hope all personnel will be aware of and use, to offer support to any RFA employee who is not deployable, usually due to sickness.

As others become aware that I am here, some exciting ideas are developing to create a resource pack aimed at supporting those with mental health issues, and that can be distributed throughout the Fleet, with the Logistics Officer, the Med Tech and the Chief Officer on board being the ones best placed to coordinate its use. The initiative emanated from two long-serving crew members who could see the need that is there, and had often done significant work to help, and now want to formalise what they began and ensure anyone who needs help knows where to find it.

I hope I will be able to help get that work in place, and then be there to support, listen, encourage and comfort anyone who approaches me.

Keen eye on deck duties

Trinity House Cadet **Miriam Weber** recounts her time training at sea on THV *Patricia* and the Northern Lighthouse Board's NLV *Pharos*

From my desk at university, I could see a billboard that read 'It's better in the Bahamas'. It was one of the germs of what became a whole new life plan. At first I began to establish myself as crew on yachts operating between Fort Lauderdale and the Caribbean. I expected to work for one winter, then I could return to my degree in London. One season turned into two as I was seduced by the sea; from deck operations to navigation onboard it was fascinating and I wondered how I could make it my career.

While yachting offered me a wonderful lifestyle, a good income and remarkable experiences, the limitations frustrated me. I did not yet know how to develop my career other than earning my limited yacht officer licence. That was until I met an officer who had trained in the Merchant Navy.

We were working on a yacht delivery across the Atlantic and had plenty of chance to discuss how his cadetship shaped him as an officer on our long night watches. Inspired by his ability and competence, I began to form a plan to earn my unlimited licence.

Often working in the dual role of deckhand and engine room assistant, I needed to choose between the two departments; a straightforward decision as I often preferred the more expansive feel of the bridge. I additionally relished the unique challenge as a deck officer, spending a four-hour watch juggling the many inputs, interpreting and implementing



Cadet Miriam Weber

the information that comes at you. Even the quiet watches present their own unique challenges, where the demand occurs from staying focused with fewer inputs to keep you busy. In pursuing a deck officer cadetship, I felt I would be much closer to the traditional roots of seafaring. Something I admire about the industry.

I chose Trinity House as a sponsor so I could sail on a range of vessels. However, 2020 was a tough year for the industry and I was not destined to sail on longer exotic routes. I was fortunate enough to be placed on two different buoy tenders over the sea phase and both were an incredible experience.

First was THV *Patricia* and, although it wasn't my first ship assignment, it was my first live-aboard. A friendly crew member approached me when I arrived and took me to the cabins where the cadets were living. We worked on the east coast of England and they set us on a watch schedule to shadow an officer. A highlight of my 4-8 watch was, without hesitation, seeing the sunrise every dawn. Additionally, this allowed the officer I was on watch with abundant opportunity to encourage me to get to grips with celestial navigation. When I was younger, I had a strong interest in astrophysics and went to astronomy summer camps every year, so I thoroughly enjoyed this.

A second highlight of this trip was being able to board the lightvessel *Foxtrot 3*. While the ETOs were resolving an electrical issue on the lightvessel, they tasked us with washing the unsavoury filth that had formed. The crew, confused as to why

we were so keen to visit the lightvessel, warned us of the stink, but nobody could have prepared me for it. There's not much in the middle of the English Channel except seagulls, which allows you a sense of what we were faced with. We started cleaning the vessel. It turned out to be a wonderful day; we got stuck into the job and it was satisfying to do a task few wanted to undertake. I still appreciate the Chief Officer of THV *Patricia* and his willingness to help on the lightvessel. He constantly inspired us, offering tidbits from his abundance of knowledge during our time onboard.

I adored working with the officers onboard and disembarked with a pang of regret for not becoming further engaged with deck duties. By the grace of the universe, this was what they had me doing on the Northern Lighthouse Board's NLV *Pharos*, my second vessel appointment.

I joined *Pharos* with another cadet from my college in July and, before even arriving at the vessel, the view of Scotland from the train mesmerised me. The recommendation for virus control had advanced to face masks and temperature controls; and the Chief Officer greeted us at the gangway with thermometer gun in-hand, a sure sign of the strange times we live in.

As we were shown to our cabins, I was excited to receive a cabin on the officers' deck, which came with tremendous views throughout the trip.

The scenery of the Atlantic Scottish coast and Hebrides was breathtaking

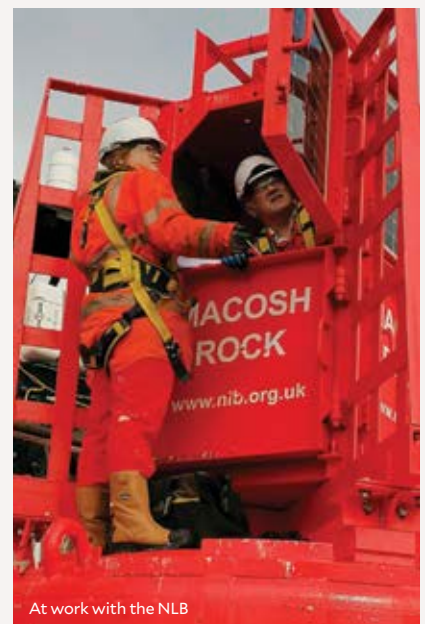
as we sailed away from Oban. This awe developed as the trip continued on, and I am fortunate to travel to places many people will never see.

We mostly supported the officers in monitoring the buoys but also worked under the bosun whose enthusiastic personality is one I will never forget. He was eager to engage us in many operations and, by a stroke of (bad) luck, the deck crew identified many issues with the buoys. This left us with much to get involved with. From hooking onto the shackles to hauling them onto deck and cleaning the buoy itself, he encouraged us to get stuck in.

I saw the complexities of navigating a treacherous area which, unlike most other areas of risk, was on account of the influence of nature rather than heavy traffic. Learning from officers experienced in operating under the mercy of Mother Nature was beneficial to me and I cannot praise them enough for their patience and careful explanation. As with THV *Patricia*, disembarking was a wrench.

I am blessed to have experienced working on these two vessels, as it has provided me perspectives on how varied procedures can be on similar vessels. I will carry this awareness through the rest of my career, not to mention appreciating what these vessels do for the Merchant Navy. I am looking forward to July when I can go back to sea, where I think I am most content.

To find out more about Trinity House's Merchant Navy Scholarship Scheme, visit www.trinityhouse.co.uk/mnss



At work with the NLB



All in this together

Commander Brian Boxall-Hunt OBE, Younger Brother and CEO of the Royal Alfred Seafarers' Society and Belvedere House, on the importance of charities pulling together

To say that 2020 was a difficult year for us all would be an understatement—and the difficulties are and will be lasting well into 2021. For those of us in the maritime charity sector, not least running a nursing care home, it has been particularly challenging since it has literally been a life and death struggle. The reader may well know that the Royal Alfred Seafarers' Society has been providing care and accommodation for former seafarers since 1865 in various locations and now, since 1978, in Banstead, Surrey. Our current 68-bedroom nursing care home, Belvedere House, includes a 36-room dementia unit and, together with 22 flats for independent or sheltered living, is set amongst 14 acres of our own piece of lovely Surrey countryside.

When the pandemic first hit the nation last year, we were in a relatively good position. We set in place some key principles to get us through what was then an unknown length of time with potentially serious consequences. This included keeping a full complement of staff employed even if occupancy fell dramatically. Also, using our reserves as necessary to uphold cashflow and rigorously going after all necessary supplies of food, medical stores and PPE, whatever the cost.

These initial principles have proven to be spot on, having sustained

the home throughout the pandemic and to date, even though it has led to a huge in-year deficit. It is on this latter point of finances that we have had the greatest and most welcome support from Trinity House and others in the maritime community.

In a more normal year, we budget for and generally achieve at least 94% occupancy with about 60% paying the full fee and 40% local authority funded. With the fees set at a very little over actual cost of care, as a not-for-profit society we aim to break even at the end of each financial year. Thus, with local authority funding falling way



Lieutenant Commander Geoffrey Haskins and Robert Ball

short of the actual cost of care, we need to fill a sizeable hole in the accounts each year to just stay afloat, without making any profit of course. Grants from fellow maritime charities and organisations with care of seafarers at their heart, such as Trinity House, are crucial along with income from our reserves invested.

This is where the debate often gets interesting as having reserves is, or has been, often a reason why grants are not given, even though it is those reserves that generate the very income to reduce the amount of grants needed. That said, I detect there is a new sense of understanding developing in this area and we are most grateful for it; hence the title of my article “All in this together”. Our common aim must remain sharply and collectively focused on the care and support of seafarers; preferably using our substantial joint assets in the UK maritime sphere to relieve the need now rather than waiting too long into the future, whilst naturally keeping something in the locker for a “rainy day”.

Returning to the job in hand: navigating our charity through this particular spot of heavy weather. From the beginning, the key has been no more than good old-fashioned leadership and management, letting the senior team get on with managing and using initiative whilst creating the environment for them to do so and thrive, being available for advice and guidance and taking key and difficult decisions strategically. We have been well served by a Chairman and Board of Trustees

who have not attempted to “back seat drive” but have continually been in the background to fully support us; resisting the temptation to continually ask how we are doing, for which I am grateful!

Our loyal and hard-working staff of around 100 have done exceptionally well, with at one time 25% off work through either having symptoms, self-isolating or shielding. This meant that at times of peak pressure and reduced numbers, staff moved across departmental boundaries to assist where needed—impressive to watch. Being closed to visitors for lengthy periods was hard on both residents and their relatives, but at least it kept them clear of the virus; it has also drawn very much on the innate resilience of our community of tenants in sheltered accommodation, largely seafarers themselves and normally very sociable, with the bar very much at the centre of life here when times will allow.

Given the tough time endured in 2020 and the necessarily lower occupancy being closed to new admissions has brought, we have grasped the opportunity presented. Despite the home being in excellent working order, we have embarked upon a phased modernisation by enlarging bedrooms and ensuring each has an ensuite shower—the days of shared facilities must be consigned to the past pre-virus times. This will be achieved whilst keeping operational and with the absolute minimum of disturbance to our population. Thus, out of dark times has emerged the light on the horizon—something for us all to

positively concentrate on rather than dwell on the negatives. Again, our reserves have been called upon and will be substantially reduced as a result, but “needs must” and financial recovery may take some time—but although not in any way a failing provision, at least we will have a fully modernised home fit for the next 20 years of service.

So, as I conclude, vaccinations for us all at Weston Acres are now imminent and weekly testing has been in place for some time; the escape route out of the pandemic is becoming clearer by the day. By pulling together as a maritime community, as a microcosm of the national spirit, we have survived to continue meeting our Royal Charter objectives; that of care for seafarers. We are hugely and most sincerely grateful for all the help and financial support given. I take great pride in and with some relief, say that the Royal Alfred Seafarers’ Society is alive and well, most definitely a continuing and going concern, and our course is set well for continuing to meet our charitable obligations far into the future!

The author is a retired Royal Naval officer who served for 35 years before becoming CEO of the Royal Alfred Seafarers’ Society in 2006. He is a Younger Brother of Trinity House, a Freeman of the Honourable Company of Master Mariners, a Fellow of the Nautical Institute, a Trustee of the Britannia Association and Secretary of the Royal Navy Club of 1765 & 1785.



Senior staff at Belvedere House

GLAs decide to discontinue DGPS service in 2022

The General Lighthouse Authorities (GLAs) of the UK and Ireland—Trinity House, the Northern Lighthouse Board and Irish Lights—will discontinue their Differential GPS (DGPS) service in March 2022. The GLAs made this decision after carefully considering the results from an extensive consultation carried out with stakeholders and service users. They will cease transmission of the signal after 31 March 2022.

The GLAs introduced DGPS in 1995 as part of the mix of marine aids to navigation (AtoN) provided to safeguard mariners within their combined waters and to help protect the environment. The system became fully operational in 1997.

The system consists of 14 DGPS reference stations, six far-field monitoring

sites and three monitoring and control sites. The system is operated as a single AtoN, operated and maintained by the three GLAs.

Dr Alan Grant, GLA DGPS System Director, said: *“After careful consideration of the results of the consultation process, the three GLAs have concluded that their DGPS system is now redundant. Today’s GNSS are able to meet all but the most stringent accuracy requirements, and position integrity can be provided by alternative means (RAIM or other visual and electronic aids to navigation).*

“The GLAs recognise the need to provide adequate notice and support continuity of service going forward. As such, the DGPS system will remain operational until 31 March 2022, at which point the signals will cease.”

BACKGROUND

The marine radiobeacon DGPS was developed by the GLAs to counter Selective Availability (SA), a deliberate error added to the civilian GPS service to degrade its positional accuracy. The DGPS correction to the position error meant an improvement in accuracy from approximately 50m to around 5m.

In addition to improving the estimated position accuracy, by assessing whether the error is within a given threshold, the reference station is able to monitor the performance of the GPS constellation and identify any faults. Faulty satellites are removed from the position solution, providing position integrity for the mariner.

SA was discontinued in 2000 and GPS now offers the civilian user a position accurate to around 3-5m. DGPS still improves positional accuracy—now enabling positions in the region of 1-2m—but it is the position integrity function that is most often cited as the main benefit of DGPS.

While marine radiobeacon DGPS is not mandated by the International Maritime Organization for carriage on SOLAS vessels, it is provided for in all maritime receiver standards and the spectrum is allocated internationally.

CONSULTATION

The infrastructure required to run the service is approaching the end of its design life; the GLAs conducted a stakeholder consultation to assess the requirements for the service going forward, surveying and interviewing stakeholders from across the maritime sector and beyond.

Of the responses received, 86% were from mariners and maritime operators, operating a wide range of vessels including ferries, container ships, tankers, liquid natural gas carriers, bulk carriers and leisure craft.

The survey resulted in a mix of responses, with the majority of mariners reporting they use the DGPS system for accuracy improvements and integrity, while others reported they do not use it. All mariners reported using GPS today with around 40% also making use of GLONASS, and around 9% using Galileo too. From the response received, it is expected that more mariners will move to multi-constellation receivers, making use of GPS, GLONASS, Galileo and BeiDou over the next five to ten years.

MARITIME SAFETY

Following a change in maritime receiver standards in 2003, all receivers now include Receiver Autonomous Integrity Monitoring (RAIM). RAIM is a means of determining whether the resulting position estimate is safe to use through an algorithm within the receiver.

Differential corrections are available from other sources, including Satellite Based Augmentation Systems (SBAS), and work is under way in Europe to introduce a maritime service to EGNOS, the European SBAS, which is expected to be available around 2022.

Vessels that need high accuracy position and integrity for operations mainly utilise a number of commercial satellite-based services; the decision to discontinue DGPS has no operational impact on these services.

The GLAs advise mariners to consider their use of DGPS and to plan for its discontinuance accordingly. Mariners should check their GNSS receiver(s) to confirm the presence of RAIM and consider upgrading to type-approved SBAS receiving equipment when available.

The GLAs encourage mariners to use all available AtoN—whether visual or electronic—to support their safe passage and the protection of the environment.

You can download a PDF copy of the full DGPS article at bit.ly/2NDPUHs



We kept world



Trinity House Younger Brother and CEO of the UK Chamber of Shipping
Bob Sanguinetti
describes the Chamber's response to the COVID-19 emergency

2020 was a remarkable year in so many ways. It has presented us all arguably with the greatest challenge in a generation and at the Chamber of Shipping we have risen to that challenge.

Membership bodies are here to support in the good times and step up during the tough times. I am incredibly proud of the work the Chamber staff did in 2020, supporting all our members through a complex and challenging time. They have risen to the task brilliantly from tireless policy support, to raising issues

through the media to creating new online events. The whole team has pulled together and delivered for our members.

Back in March, we implemented new ways of working to ensure we were representing our members' interests to the best of our ability. We have taken advantage of the use of technology to meet our members more regularly, and our engagement with ministers and officials has also dramatically increased.

This greater engagement has resulted in some significant policy wins. At the

trade moving



beginning of the pandemic, one of our key priorities was ensuring Britain had the food, medicines and goods we need, and the Chamber pressed the government to ensure ferry companies were supported. In April the UK Government announced a multimillion-pound support package for ferry operators and certain routes before almost any other financial support had been made for other industries. This initiative demonstrated the vital role our operators play in keeping Britain supplied and an acknowledgement of the strong case we made to the government. We have also worked hard with our membership to develop ferry guidance documents to ensure there are clear protocols and procedures in place for the safety of passengers.

The cruise industry too has borne a heavy price and the Chamber is right at the heart of planning with government and industry to get the sector restarted safely. We spent several months working with the Cruise Lines International Association and the government on new guidelines which will enable the cruise sector to put measures in place and restart cruising as soon as conditions allow. We continue to lobby government relentlessly and we are hopeful the sector will be well placed to start the phased resumption plan in early 2021.

For the wider industry we lobbied successfully for the terms of the Covid Business Interruption Loan Scheme to be broadened so more companies could benefit whilst also ensuring that seafarers and offshore workers were given the status and, where necessary,



the exemptions to allow them to do their jobs safely.

We also wrote to the Chancellor and persuaded the Treasury to amend the rules around the Job Retention Scheme so it included more seafarers and maritime workers and we lobbied hard to get seafarers, offshore and other maritime workers excluded from the 14-day quarantine restrictions. We also worked incredibly quickly and lobbied the Scottish government to amend regulations so Scottish seafarers no longer had to isolate for 14 days when returning to Scotland for more than 14 days of leave.

We know what a vital role seafarers played, and continue to play, in keeping world trade moving during the pandemic. In May we urged the UK government to become the first in the world to officially adopt new measures to ensure crew changes could take place and to follow that up we wrote to the Prime Minister demanding the UK lead the world and organise an international Crew Change summit.



Bob Sanguinetti

The government heeded our advice and in June the Shipping Minister convened a summit attended by representatives from the International Maritime Organization, International Chamber of Shipping and governments from around the world to discuss how countries can open up their borders to maritime workers so crew changes can take place. Although the crew change crisis is far from over, we are proud that we persuaded the UK Government to take a leading role in finding a solution to this critical issue.

We know that COVID-19 has had a detrimental impact on the wellbeing of seafarers and that is why in July the Merchant Navy Training Board (MNTB) and the Maritime Charities Group, a coalition of 10 major maritime charities, joined forces to publish a good practice guide to designing a training course for seafarers on mental health and wellbeing awareness.

The MNTB has also done some wonderful work supporting our cadets in training to ensure those



affected by the COVID restrictions were able to continue their education despite the challenges. Our request for a 26-week extension to SMarT funding was agreed by the government and welcomed by sponsoring companies as they pulled out all the stops to support their cadets in training.

Away from COVID we have continued to support our members on major issues such as Brexit, decarbonisation and safety.

We were pleased to see the UK government agree a deal with the EU which delivers on their key objectives identified at the outset of the negotiations while for the EU it represents a fair and balanced agreement which will enable us to move on from Brexit.

I know in 2021 COVID will still be a major issue but we will continue to face it head on, and we will do everything we can to ensure our members are fully supported throughout 2021 and beyond.





Effective safety culture

The Director (Maritime) of CHIRP **Captain Jeff Parfitt** describes the maritime safety reporting organisation's work as 'the voice of the mariner'

The CHIRP Maritime programme is a confidential incident reporting system for the global seafaring community managed by The CHIRP Charitable Trust. The

programme is a mechanism that allows problems in safety-critical fields such as maritime to be reported in confidence. This in turn allows incidents to be highlighted which otherwise might not be through fear of blame or reprisals against the reporter.

An analysis of the reported incidents can also provide insight into how those incidents occurred, and through such identification, the possibility of recurrence can be mitigated or removed.

The aim of the project is to seek and promote a sustainable safety culture in global seafaring.

This can be achieved by constant presence and the application of continued pressure at the highest level. Credibility and integrity are key components on the road to success. There are few lessons on safety at sea that have not already been learned yet the constant strive for profit





over humanity continues to subvert the moral and ethical application of sound training and education that would mitigate the resultant risk.

Commercial shipping is highly competitive and the profit margins are tight. In many instances, this business model directly impacts upon the safety and lives of the seafarer and their families. As a consequence, the quality of crew training can be undermined and this can result in poorly trained crews with little knowledge and experience being exposed to dangers that could otherwise be mitigated and/or avoided.

The economic dependence of these crews is such that they frequently work under duress for long periods (often nine-month trips and more than 17 months has been reported during the pandemic) and have no identifiable means of confronting or changing their circumstances without the fear of retribution.

The CHIRP Maritime programme exists to fill this void, to harvest the reports of the individual, to seek a satisfactory resolution with all stakeholders and encourage debate on safety and risk. In so doing, this should lead to identifying the causal factors contained within the near miss reports.

Who do we listen to?

So what type of report qualifies as a hazardous occurrence? Who do we listen to and take on? Principally, we look at reports concerning health and safety, issues that can affect the environment and safety and hazardous issues that have a direct impact on the seafarer. We also look at best management practices, making comment on both poor and efficient examples. What we don't deal with is personal grievances and issues that may be better served by alternative organisations.

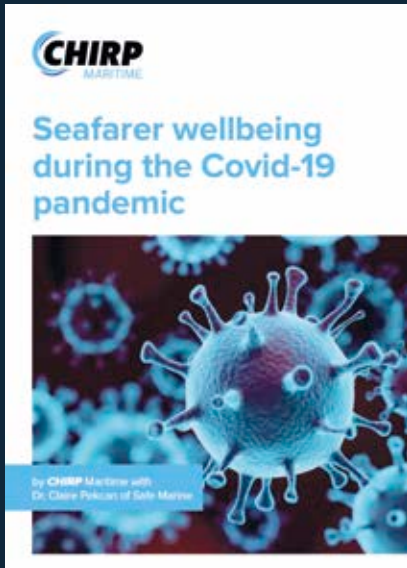
Our Confidential Human Factors Incident Reporting Programme is designed to safeguard the reporter and confront the issue on their behalf. As a confidential and not an anonymous reporting system, it is important from the outset of contact to establish a one-to-one communication with the reporter in order to reduce any possibility of false reporting with malicious intent. Once we have established this rapport and level of trust, we further engage with the reporter to extract and confirm accurate details of the alleged near miss.

The reports received are dis-identified to protect the reporter, the vessel, individuals, companies and organisations. We go to great lengths to ensure the reporter is involved at every step of the process. In our system the reporter is advised of any



The making of a CHIRP video.
Images courtesy of J Rose Associates Ltd

“COMMERCIAL SHIPPING IS HIGHLY COMPETITIVE AND THE PROFIT MARGINS ARE TIGHT. IN MANY INSTANCES, THIS BUSINESS MODEL DIRECTLY IMPACTS UPON THE SAFETY AND LIVES OF THE SEAFARER AND THEIR FAMILIES”



A sample of the free publications produced by CHIRP Maritime

potential action that we intend to take. At any time our reporter can halt the process, which allows the reporter to retain a degree of control. Further, if an individual can easily be identified, the matter will not be progressed but retained on file. In the event similar reports are received, the issue can then be re-visited.

Lessons learned

We do not seek to apportion blame but rather to identify lessons learned by analysis of these reports by our panel of 28 maritime experts and then disseminate this message. The lessons learned are promulgated by the publication of a quarterly *Feedback* that reaches out to a continually growing audience of 250,000-500,000 and is now published in four languages: English, Portuguese, Filipino and Chinese.

We also publish an Annual Digest of Reports and Insight Articles compiled throughout the year and this flagship publication is distributed on a global

basis. All our publications and videos are freely available from our website www.chirpmaritime.org

2020 witnessed the unforeseen and unprecedented impact of the COVID-19 pandemic. CHIRP Maritime responded early on in the crisis by taking the initiative to produce independent guidance from our internal specialists: maritime psychologist Dr Claire Pekcan and medical practitioner Dr Suzanne Stannard. We also embarked on our biggest media campaign to date to promulgate these insight papers and requested the assistance of our core sponsors, all of whom responded in a positive way. Further, we then printed and distributed 21,000 booklets of the psychological paper.

The significance of this initiative was that it corresponded with advice issued by some NGOs and governmental organisations but was significantly ahead of most agencies. Further, the psychological paper was unique and is yet to be matched despite several months

elapsing and the available resources of other major institutions.

CHIRP Maritime is a victim of its own success. It is expanding rapidly and gaining influence and credibility in the international arena. Despite the current pandemic, the programme has achieved its reporting targets by end of year 2020, which is an indication of its enduring popularity and global visibility during these most challenging times. The programme is financially dependent upon seven core sponsors, including Trinity House, without which it would not exist.

Our aim is to extract learnings in order to benefit the mariner and the maritime sector, in addition we may seek to correct the situation itself. It is this unique function that sets CHIRP Maritime apart from any others and distinguishes this organisation as a world leader in maritime confidential human factors incident reporting.

Find out more at www.chirpmaritime.org

Happy memories of a unique travel experience

Commodore Peter Melson CVO CBE and Commercial Manager **Lynn Pomares** mark the end of Patricia Voyages, the passenger service operated on THV *Patricia* since 2005

When THV *Patricia* was built in 1982 the Elder Brethren of the day faced a dilemma. Her predecessor, also called *Patricia*, had no role other than to embark the Elder Brethren for their frequent tours of inspection. By 1982 this position was politically unsustainable and the new ship had to be built as a buoy tender as well as a means for the Brethren to carry out their traditional inspection function.

The position of the Duke of Edinburgh as Master, however, enabled the designers to go one better and the Elder Brethren's accommodation was enhanced by two large cabins intended for the use of the Queen and the Duke. By 2005, the six Elder Brethren cabins, lounge and dining room, recently re-furnished to the design of Lady Amherst, were only in use for two weeks of the year due to the automation of the lighthouse estate, being covered in dust sheets for the other 50 weeks.

An opportunity presented itself to use these spaces to carry passengers, with the aims of introducing the public to the work of Trinity House and at the same time to produce some commercial income to reduce the burden of Light Dues on merchant ship owners. This plan was presented to the Board by the then Director of Operations, Commodore Peter Melson CVO CBE, and Patricia Voyages was born.

Introductory paragraph courtesy of Commodore Peter Melson CVO CBE.

The Commercial team of the day, led by Steve Dunning and Nina Wright, was tasked with bringing this idea of Patricia Voyages to fruition. Following an initially slow start, over the intervening 15-year period Patricia Voyages went from strength to strength gaining a loyal base of 'repeat offenders'—as many returning passengers affectionately termed themselves. Many successful advertising campaigns in publications such

as *The Oldie* and *Countryfile* attracted a generation of new customers and allowed us to achieve unprecedented 100% occupancy in 2018. In October 2020, I had the sad task of informing our many loyal passengers that time had finally been called on Patricia Voyages.

We are all used to seeing the glittering behemoth cruise ships that offer copious entertainment opportunities while catering for thousands of passengers. Patricia Voyages offered a totally different experience and there was a character about her that doesn't come with new ships. *Patricia* retained her traditional décor and this was part of her charm. The hand-woven carpet that adorned her corridor became one of her trademarks. This old lady with her formal dining room and six luxury cabins knew the secret to capturing peoples' hearts and keep them coming back. The charming ambience made up for the fact there were no swimming pools or 24/7 entertainment. Indeed, many commented that the lack of glitz made it one of the most relaxing holiday experiences possible.

In the very early days of Patricia Voyages, Tom Hall wrote in *The Guardian*: *"It wasn't a typical introduction to life on a cruise ship. I stood on the helipad of the Patricia during a force six blast, watching in awe as the crew hauled huge ropes and the ship's launch pitched wildly in the waves. After nearly 30 minutes of wrestling, their task was complete. Instead of watching a flamboyant cabaret, evenings were spent watching the sun go down and looking up at starry skies."*

Hall recalls that he was astonished at how much there was to look at, and how alive and busy a working ship felt.

Many passengers remember most vividly the warm welcome from all on board. Many veterans of earlier voyages would happily spark up conversation with new travellers and share their experiences. The exquisite



food and impeccable service was, of course, another draw. Meals would be served on the brightly polished table in the Elder Brethren Dining Room. A typical menu could consist of crab cakes with rocket salad and lemon dressing; rack of lamb, crushed peas, celeriac puree and fondant potato; followed by hazelnut parfait grilled figs with honey and yoghurt. Meals were set, though substitutions were cheerfully accommodated by Tony, the Passenger Services Manager, who ably looked after the passengers for the final five years.

Patricia Voyages offered a totally unique experience with the crew happy to allow passengers on the bridge and share their experience, point out the basics of radar, Global Positioning Systems and steering. Many passengers from a maritime background felt happiest when at sea and getting to know the crew. Mrs Cagodan Rawlinson recently wrote to thank Trinity House for the privilege of being allowed on the ship and to thank the crew for being endlessly patient answering endless questions, while Richard White said his voyage was one of the most relaxing, interesting and enjoyable, made so by the friendly professionalism of the officers and crew.

The flexible itinerary and the uncertainty of embarkation points was a wonderful adventure for many people, adding to the mystery and excitement of the trip. Passengers were never sure what they were going to experience.

In 2014, Karl Zimmerman wrote in the *Los Angeles Times*: *"Advance information made it clear that there was no guarantee what it would be or where we would be sailing. This added to the adventure and excitement for many intrepid travellers."*

Zimmerman recalls of his voyage: *"The next morning, bright and breezy, we were on the monkey deck above the bridge as the Patricia sailed through the locks that control the King's and Queen's Docks."*



Silver service at dinner



Helicopter lifting supplies from the deck of THV Patricia



Captain Trevor Dann and crew on deck



THV Patricia at anchor off Dartmouth



THV Patricia sailing away from port

“After spending the next night anchored near Alderney, we steamed the few miles to Les Casquets, rocky islands with a lighthouse being converted to solar power. There we rendezvoused with a helicopter, which swooped back and forth from our helideck to the lighthouse with water and other supplies for the crew working there. Delighted, we watched the process through the broad windows of the lounge.”

On the occasions that Patricia needed to stay in port for longer than scheduled, the Commercial team was skilled in providing alternative activities for the guests. Many passengers have been pleasantly surprised to be offered a day trip to a lighthouse with a picnic lunch or a peaceful cruise down the River Orwell past Woolverstone, Pin Mill and Shotley on a vintage sailing barge.

A further acknowledgement of the enduring quality and exceptional service received is the sheer amount of passengers who returned year on year—often more than once. Many familiar faces and loyal regulars would be found ensconced in their favourite cabins and sharing memories and experiences. The Patricia Voyages Privilege Club was a special scheme that operated for guests who had travelled with us on more than three occasions. They received a number of benefits including priority booking and last minute availability. This group remain most loyal and many have taken the time to write and share their experiences of Patricia with us:

Pamela Aldren wrote: “I would just like to say a very big thank you to everyone who has worked so hard to make these journeys so remarkable and memorable, and I consider myself very fortunate that I was able to take part in them on four occasions. I have great memories—and many photographs—of all the interesting work that was done by the amazing crew, the comfortable accommodation and the delicious food which was always provided for visitors in a very traditional setting.

“It was truly a unique experience and a pleasure to meet other like-minded visitors on board too.”

Peter Rowe, who first travelled in 2009, wrote: *“The end of a unique era for those of us who have been on some wonderful voyages. I, for one, will never forget how much I have learnt regarding Trinity’s work off our shores while watching the crews at work on the foredeck, as well as the comfort of the accommodation and the excellent attention of the passenger services team. As for the food, well, what can one say! My thanks to all the officers and crew on all the trips I did.”*

The huge success of Patricia Voyages has to be attributed to the efforts of all personnel—at the sharp end, delivering services on board and taking the time to engage with passengers, to the food provided since 2015 by Tabnab Catering, through to the on-shore support.

As the popularity of Patricia Voyages grew, so did the income generated, which helped to offset the costs to the ship owner of providing our statutory responsibilities. The financial year 2019-20 saw gross income generated in excess of £330,000.

Furthermore, it provided an opportunity to Trinity House to give the public access to operational areas and show the organisation at its best, enhancing and broadening our reputation.

When considering any commercial activity, we are mindful that at all times our statutory obligations must come first. Patricia Voyages proved itself to be a perfect fit, taking guests with us while we carried out our essential work.

THV Patricia holds a very special place in the hearts of many people and this is evident from the wonderful letters received from past guests. Life brings tears, smiles and memories. The tears dry, the smiles fade but the memories last forever. Farewell Patricia Voyages, you leave us all with some very fond memories.

Lives at Sea exhibition

Our fascination with the ocean has long been documented in art, lore and culture, though perceptions of the sea often recall historical rather than contemporary realities. Have you ever wondered how arduous life at sea can be for those employed in the maritime sector?

Dive into the little-known world of people who work and live in some of the planet's most challenging environments and see arresting imagery captured through the intimate lens of six seafarers and researchers from around the world; united by their lives at sea—and love of photography.

Exposure: Lives at Sea, a temporary exhibition at the National Maritime Museum, Greenwich, features imagery by Octavio Aburto, Jennifer Adler, Cezar Gabriel, Peter Iain Campbell, Corey Arnold and Michal Krzysztofowicz who explore isolation and camaraderie, science and survival, climate change and conservation. The exhibition presents a panorama of the lived experience of men and women working at sea today.

Discover how science and survival go hand-in-hand, whether on board a ship or beneath the waves, and set sail on a journey across the seven seas; from the reefs of Mexico to the isolation of Antarctica, the bitter Alaskan waves to oil rigs in Ireland and the underwater realms that are desperately craving our attention.

Exposure: Lives at Sea continues at the National Maritime Museum until the end of 2021.

Free entry | Booking required
rmg.co.uk/exposure
#LivesAtSea



'Irene Lopez Rodriguez, Data Engineer/
Mud Logger [Prospector 1 Drilling Rig,
Franklin Field, central North Sea]'
© Peter Iain Campbell



'Handstand' © Corey Arnold



'We Drift Like Worried Fire {IV}'
Alwyn North Platform, Alwyn Field, northern
North Sea' © Peter Iain Campbell



'Playground' © Octavio Aburto



'Precious Cargo' by kind permission of artist and made possible by the National Geographic Society © Jennifer Adler



'Diving Among Giants' © Octavio Aburto



'Fallen' © Cezar Gabriel



'A neighbourly visit to the Penguins' © Michal Krzysztofowicz



'Dark Sea' © Corey Arnold



'Fakemas Flight' © Michal Krzysztofowicz



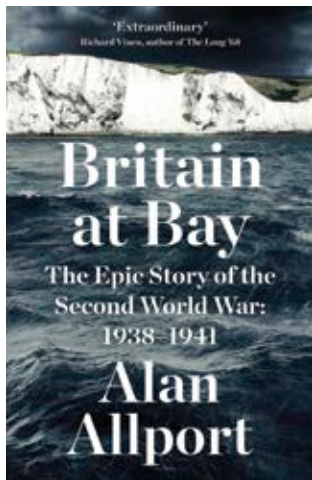
'Underwater Gardeners' by kind permission of artist and made possible by the National Geographic Society © Jennifer Adler



'Blowing Off Steam' © Cezar Gabriel

BOOK REVIEWS

A round-up of maritime publications that have been sent to us and reviewed by **Paul Ridgway**



BRITAIN AT BAY

By Alan Allport
Profile Books, 590 pages, £25.00
ISBN 978 178125 781 4

Subtitled *The Epic Story of the Second World War 1938-1941*, this is the first part of a major new history of the war delivered by a professor born in Liverpool who grew up on stories of the Merseyside Blitz and the Battle of the Atlantic.

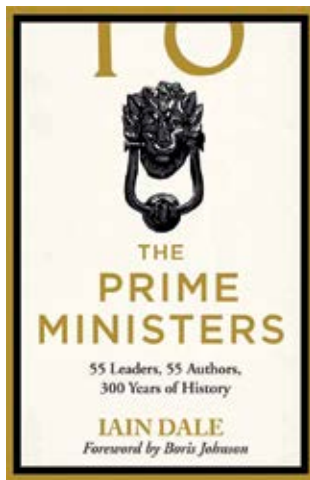
He brings together a mass of material and tells the tale over 23 chapters in five parts supported by 29 illustrations, six maps, 64 pages of chapter endnotes, plus 27 pages of further reading in an impressive work that took five years in the assembly and writing.

Important references are made to the Battle of the Atlantic and convoys, as well as the Merchant Navy (vivid description of the sailors' lot), London's Docklands (Blitz spirit recalled), the City and the East End.

It is noteworthy that 76 years after the end of the war, authors are still mining the subject matter for the present generation.

Allport notes Captain Richard Woodman's *The Real Cruel Sea: The Merchant Navy in the Battle of the Atlantic, 1939-1943*.

A new generation unfamiliar with the conflict may be encouraged to seek out a copy and of his five-volume set: *A History of the British Merchant Navy*.



THE PRIME MINISTERS

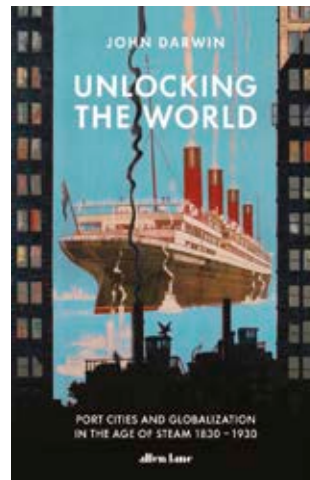
Edited by Iain Dale
Hodder & Stoughton, 524 pages, £25.00
ISBN 978 1 52931 214 0

What have the following in common: Sir John Major, Sir Edward Heath, Sir Harold Wilson, Sir Anthony Eden, Clement Attlee, Sir Winston Churchill, Ramsay MacDonald, Stanley Baldwin and Herbert Henry Asquith?

They all held the office of Prime Minister and in a full political life were elected as Elder Brethren of Trinity House.

A handsome tally for any organisation. One could go back further for Pitt, The Elder and the Duke of Wellington had additionally held the office of Master of Trinity House, from 1790-1805 and from 1837-52 respectively.

It is not often that I receive a book to review on politics or political leaders, but this is different and has a novel approach. It is edited by broadcaster and political commentator Iain Dale. He has brought together a panel of writers to deliver potted biographies of the 55 prime ministers in office over the 300 years since Sir Robert Walpole, the first holder in 1721. We learn that Sir Robert held office for a total of 20 years and 315 days, the longest premierships, and George Canning was in office for only 119 days. Students of politics (and after-dinner speakers) will welcome this unique and timely book.



UNLOCKING THE WORLD

By John Darwin
Allen Lane, an imprint of Penguin Books, 455 pages, £25.00
ISBN 978 1 846 14086 0

Subtitled *Port Cities and Globalization in the Age of Steam, 1830-1930*, this volume is from an acclaimed historian of global empire and provides the story of how steam power reshaped cities and oceans and created a new world order.

This is an introduction to the history of the great port cities from New Orleans to Montreal, Bombay to Singapore and Calcutta to Shanghai, each with fascinating stories outlining how they shaped trade and industry of the regions around them with their culture and politics.

Steam revolutionised work and production and at the same time it made possible transport over land and water.

The result was to throw open vast areas of the world which saw the expansion of interests on a scale previously unimaginable with development of the economies of, for example, Australia, China, India, Europe and the Americas.

Today the world's ten largest ports by volume are all in Asia. The legacy of the Honourable East India Company and its Dutch counterpart, the VOC, are not forgotten.

Well provided with maps, chapter notes and further reading list.

Please note that we regret we are unable to take orders for the above publications



TRINITY HOUSE

Around the service

For staff ashore and at sea, fraternity members and pensioners, here is your bulletin of joiners, leavers, awards, births, marriages and those who have departed

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People on the move

STARTERS

Permanent

Commander Nigel Hare, Director of Navigational Requirements, 24 August 2020
Nikolaos Vastardis, Research & Innovation Engineer (Software Development), 14 September 2020
Charles Kenealy, Buoy Yard Team Member Craft (Electrical) (S), 21 September 2020
Emma Bell, HR Advisor (part-time), 1 December 2020
James Gheisari, Second Officer (Auxiliary), 3 February 2021
Royston Gadd, Seaman (Auxiliary), 3 February 2021

Fixed Term

Abby McCarthy, Trainee Catering Rating, 30 September 2020
Andrew Evans, Supplies Storekeeper Apprentice, 5 October 2020

PROMOTIONS

Becky Munson, HR Advisor (part-time), 26 October 2020
Anne-Lise Nicol, Procurement Specialist, 2 November 2020
Sally Stacey, Assistant Procurement Specialist (part-time), 7 December 2020
Fiona Fisher, Assistant Procurement Specialist (part-time), 7 December 2020
Steven Banks, Petty Officer Deck, 13 January 2021
Ian Gorvin, Technical Manager, 1 March 2021

FTC to Permanent

Alice Pembroke, HR Assistant, 2 November 2020
Samantha Kirke-Bennett, Purchasing Officer, 1 January 2021

LEAVERS

Danny Lowther, HR Advisor, 20 September 2020
Kenneth Sims, Seaman – Auxiliary, 21 October 2020
Steven Brown, Petty Officer Deck, 2 December 2020
Jenna Aldridge, Procurement Specialist, 6 December 2020
Tony Mack, Catering Manager, 23 December 2020 (retiring)
Kieran Higgs, Second Officer, 28 December 2020
Stuart Austin, Supplies Officer (Swansea), 3 January 2021 (retiring)
Nick Davies, Cook, 13 January 2021 (retiring)
Andrew Christopher, Buoy Yard Technician, 14 January 2021 (retiring)



Nikolaos Vastardis



Ian Gorvin



Graeme Proctor

Andrew Wells, Engine Room Assistant, 24 February 2021 (retiring)

Malcolm Johns, Technical Manager (St Just), 28 February 2021 (retiring)

Graeme Proctor, Inspector of Seamarks, 31 March 2021

Hugh Thomas, Lighthouse Technician, 13 April 2021 (retiring)

Paul Thomas, Senior Buoy Yard Team Member, 2 May 2021 (retiring)

Fixed Term

Lewis Dickinson, Apprentice Engineering & Operations, 20 September 2020

Charles Kenealy, Apprentice Buoy Yard, 20 September 2020

Derek Baines, Supplies Administrator, 30 September 2020

Vanessa Davis, Finance Administrator, 23 October 2020

Mariam Nagdi, Legal Advisor, 31 October 2020

Anna Paintin, Swansea Supplies Administrator, 31 October 2020

Charlotte Thurlow, Light Dues Administrator, 3 January 2021

Fixed term administration roles

Christine Hitchman, 31 August 2020

Elizabeth Moore, 6 September 2020

Alex Khosravanifar, 6 September 2020

Tracy Seamarks, 6 September 2020

Elisha Potter, 13 September 2020

Samantha Bartle, 20 September 2020

Ariane Andrews, 20 September 2020

Malcolm Johns retires

Malcolm Johns, Technical Manager for the South Coast District based at St Just Depot, retired on 28 February 2021.

Malcolm has been with Trinity House since January 1988, joining initially as an

electrician based at Penzance depot. He progressed to become a Professional Technical Officer, then a Higher Professional Technical Officer, both based at Penzance depot. Malcolm was seconded to a team carrying out the Business Process Review in the early to mid-2000s, travelling to and from Harwich weekly for 18 months, we all still blame Malcolm for the changes made during the BPR.

Once this work was completed Malcolm became an Electrical Technical Officer on THV *Patricia* for a short time before returning as a Senior Technician to St Just Forward Operating Base, as it was known then. Following an Engineering department reshuffle in 2008, Malcolm successfully applied for the new Technical Manager South post taking charge of the staff and facilities on site.

Malcolm has always been a fastidious worker and a stickler for the rules, his favourite term "it clearly states" will be sadly missed, especially by the St Just team. Malcolm has always been a firm but fair manager, often referred to as Malcolm the "B", however since the arrival of his grandchildren he has softened considerably and now allows staff to have leave at short notice.

Malcolm has given his all to Trinity House during his time with the service and will be greatly missed by those at St Just depot, throughout Field Operations and Trinity House as a whole. I'm sure you will all join us in wishing Malcolm 'all the best' in the future and a 'happy retirement'. One day we might get the chance to meet up and wish you all the best in person over a couple of beers.

Words by Warren Clarke, Lighthouse Manager.



Phil Hawtin



Trevor Robinson



Malcolm Johns with HRH The Master at St Just in July 2014

QUALIFICATIONS

Congratulations to **Phil Hawtin** and **Trevor Robinson** (Engineering and Operations) who have both earned BEng degrees in General Engineering, being awarded a 2:1 and First Class honours respectively.

Emma and Chris



MARRIAGES

Despite the pandemic, **Emma Brown** (née Evans), Hydrography & Charting Officer, stuck with her original wedding date and married Chris Brown on 12 September 2020 at Christ Church, Bromley. The service was followed by an intimate reception at Coltsford Mill, in Oxted. Emma and Chris are thrilled to be married despite the stress and difficulty of planning an ever-changing wedding!

DEATHS

How to report obituaries for *Around the Service*

If you would like this publication to mark the passing of a former Trinity House staff member, please provide us with details of the full name, final job title in service, date of death, age and length of service. Either email the Editor at Neil.jones@trinityhouse.co.uk or write to Neil Jones, Trinity House, The Quay, Harwich, Essex, CO12 3JW

It is with great sadness we report the death of:

Michael Dove sadly passed away on 31 October 2020 at the age of 86. Michael was the Carpenter at Great Yarmouth Depot between 1974 and 1990.

Peter Mills died on 9 November 2020, aged 89. He was born in 1931 in Poplar, East London, the son of a Turner/Engineer, who showed a passion to follow in his father's footsteps. Having



left school at the age of 15, Peter secured and served an apprenticeship with Trinity House at Blackwall, East London. He trained as a Fitter and Turner. At the age of 18, Peter was called up for National Service and joined the Royal Navy. Peter would often speak fondly of his time in the Navy, the friends he made, and his travels around the world. He would also remark on how big and powerful the guns on HMS *Vanguard* were, often splitting the decks after being fired.

When Peter's National Service came to an end he returned to work for Trinity House where he served as an Outstation Mechanic, assisting with the maintenance of lightvessels, lighthouses, and Large Automatic Navigational Buoys, or 'LANBYs' as they were more commonly known. During his time with Trinity House, Peter visited every lightvessel, lighthouse and LANBY in its waters. He would often be away from home for weeks and months at a time, and found some trips quite harrowing owing to the inclement weather and working conditions. Some of Peter's biggest achievements while employed by Trinity House came when he was involved with the installation of helicopter landing pads to the top of Bishop Rock Lighthouse, Wolf Rock Lighthouse, and others. Peter was known

by the Superintendents for his problem solving abilities, and was their go-to employee for the more difficult jobs. Peter would often speak of his trips to Bishop Rock Lighthouse, which stood on a rock ledge four miles west of the Scilly Isles. The lighthouse faced the full force of the Atlantic Ocean waves daily and was one of the most hazardous and difficult sites to attend.

Having worked his way up through the ranks and achieving the title of PTO Officer based at the Swansea Depot, Peter finally retired from Trinity House after completing 47 years of service. He was delighted that his friends and colleagues organised a farewell party, with a spread of food fit for a king. All staff were in attendance and Peter found the presentation of gifts overwhelming. For once in his life he found himself speechless. That, for anyone who knew him, was a rare event. He was a man of huge character, with nothing seemingly being outside his capabilities. He would always endeavour to solve a problem.

He always spoke passionately of his life with Trinity House and his many trips around the British Isles, and one special trip to Antigua. He will be lovingly missed by his son Craig, daughter-in-law Karen and wider family, and remembered fondly by those who had the privilege of knowing him.

Trinity House is a charity dedicated to safeguarding shipping and seafarers, providing education, support and welfare to the seafaring community with a statutory duty as a General Lighthouse Authority to deliver a reliable, efficient and cost-effective aids to navigation service for the benefit and safety of all mariners

The Corporation of Trinity House

Master

Her Royal Highness The Princess Royal KG KT GCVO

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TRINITY HOUSE

Trinity House

Tower Hill

London

EC3N 4DH

Tel: 0207 481 6900

Editor

neil.jones@trinityhouse.co.uk

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Cover image

THV *Patricia* crew member at work on the forward deck